

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.  
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**Basic Information**

Pennsylvania [42]		Dauphin County [043]		Conewago [15640]		CONEWAGO TWP		40-12-18.00 = 40.205000		076-37-12.00 = -76.620000	
14623		Highway agency district: 8		Owner State Toll Authority [31]		Maintenance responsibility		State Toll Authority [31]			
Route 0		T-602		Toll On free road [3]		Features intersected PA TPK (I-76)					
Design - main Steel [3]		Design - approach		Kilometerpoint 0 km = 0.0 mi		Year built 1949		Year reconstructed N/A [0000]			
1 Girder and floorbeam system [03]		0 Other [00]		Skew angle 23		Structure Flared					
		Historical significance Historical significance is not determinable at this time. [4]									
Total length 28.7 m = 94.2 ft		Length of maximum span 27.1 m = 88.9 ft		Deck width, out-to-out 8.2 m = 26.9 ft		Bridge roadway width, curb-to-curb 6.8 m = 22.3 ft					
Inventory Route, Total Horizontal Clearance 6.8 m = 22.3 ft		Curb or sidewalk width - left 0.2 m = 0.7 ft		Curb or sidewalk width - right 0.2 m = 0.7 ft							
Deck structure type		Concrete Cast-in-Place [1]									
Type of wearing surface		Monolithic Concrete (concurrently placed with structural deck) [1]									
Deck protection											
Type of membrane/wearing surface											

**Weight Limits**

Bypass, detour length 0.3 km = 0.2 mi		Method to determine inventory rating		Load Factor(LF) [1]		Inventory rating 32.7 metric ton = 36.0 tons	
		Method to determine operating rating		Load Factor(LF) [1]		Operating rating 55.3 metric ton = 60.8 tons	
Bridge posting		Equal to or above legal loads [5]		Design Load MS 18 / HS 20 [5]			

### Functional Details

Average Daily Traffic	200	Average daily truck traffi	6	%	Year	1992	Future average daily traffic	315	Year	2030
Road classification	Local (Rural) [09]		Lanes on structure	2		Approach roadway width	8.5 m = 27.9 ft			
Type of service on bridge	Highway [1]		Direction of traffic	2 - way traffic [2]		Bridge median				
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Highway, with or without ped		Lanes under structure	4		Navigation control	Not applicable, no waterway. [N]			
Navigation vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft			Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft					
Minimum lateral underclearance reference feature	Highway beneath structure [H]									
Minimum lateral underclearance on right	3.1 m = 10.2 ft				Minimum lateral underclearance on left	2.7 m = 8.9 ft				
Minimum Vertical Underclearance	4.5 m = 14.8 ft		Minimum vertical underclearance reference feature	Highway beneath structure [H]						
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrective action [3]									

### Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by owner's forces [2]								
Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]	Bridge improvement cost	7000	Roadway improvement cost	21000						
	Length of structure improvement	36 m = 118.1 ft		Total project cost	95000					
	Year of improvement cost estimate									
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

## Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - superstructure	Satisfactory [6]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - deck	Fair [5]		
Scour	Bridge not over waterway. [N]		
Channel and channel protection	Not applicable. [N]		
Appraisal ratings - water adequacy	N/A [N]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	65
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	March 2017 [0317]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	March 2017 [0317]
Other special inspection	Not needed [N]	Other special inspection date	